

DEC 14 1934



# ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XV

DECEMBER, 1934

NO. 11



BETTY B

"Only the  
BEST rope can  
stand this punishment—"

—says Eben R. York

*Eben R. York of Portland, Maine, shown in picture, is an all around small boat fisherman. During last winter—one of the toughest ever to hit the New England coast—he used his boat for scallop dragging. Some test for rope! Read what he says.*

"LAST NOVEMBER I thought I would try Columbian Rope, so I bought 50 fathoms of new two-inch cir. Manila. My boat is 26 feet over all and with its stout planking and cabin is a heavy craft. The motor is a 15 h. p. Palmer Husky and drives the Betty B. at a good speed.

"My drag is a solid affair and weighs 250 pounds. Sometimes I tow it along quite short; other times I let it out almost to its full length. If there is any harder strain on a rope than pulling this iron drag along all kinds of bottom—well, anyway, I don't know of any.

"I have often sent my boat along at a good speed and had the drag catch on some bottom obstruction that would bring me to a stand-still. Anything but the very best rope would have become so

stretched and worn at this rough treatment that it would have snapped. Not the Columbian.

"When you get a two-inch rope that will go through what that one did and then be ready to repeat the strain for another six months' work—well, that's the rope I buy hereafter."

\* \* \*

Columbian *Tape-Marked* Pure Manila Rope is made for hard service from the finest, strongest fibres obtainable. It is waterproofed against rot and decay. Stays flexible, and is easy to handle.

You can quickly identify it by the Red, White and Blue surface markers and the *Tape-Marker* in one of its strands.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street

AUBURN, "The Cordage City", NEW YORK

Branches: New York, Chicago, Boston, New Orleans

# COLUMBIAN TAPE-MARKED PURE MANILA ROPE

Boston Office and Warehouse

38 Commercial Wharf

# EDISON STORAGE BATTERIES

ON THE "*William J. O'Brien*" GIVE

## RELIABLE AND ECONOMICAL SERVICE



CAPTAIN JOHN STEELE says that the Edison Nickel-Iron-Alkaline Storage Batteries on the "*William J. O'Brien*" have been in use ever since the vessel was built. To quote Captain Steele, "They have caused no trouble at all, and have always given reliable service in all kinds of weather, and under all kinds of conditions. They are dependable and economical in the long run."

★ ★

An Edison Battery aboard your craft assures you a dependable source of power when you want it, plus the lowest cost battery service over its long life—two to five times that of batteries other than Edison. In every important fishing port you will

find Edison Storage Batteries faithfully serving aboard staunch fishermen. Both the skippers and their crews give praise to their dependability. The Edison Battery is free from corrosive acid fumes. Its alkaline electrolyte is a preservative of steel and will not attack metal fittings. In the Edison Battery, the elements do not suffer chemical deterioration. The chemical reactions which take place within it are completely reversible. Therefore, no plate renewals or other repairs are needed or expected. When your battery equipment is Edison, costly lay-ups for battery repairs are avoided. The operators of fishing craft, ever seeking ways and means whereby costs may be reduced and the over-all operating efficiency of their vessels thereby increased, will do well to investigate fully the important question of *ultimate* battery costs.

Write for our new bulletin, "Edison Batteries for Fishing Craft." We have an authorized representative in each important fishing port. If you do not know him, ask us for his name and address.

# EDISON STORAGE BATTERY

DIVISION OF THOMAS A. EDISON, INCORPORATED ★ WEST ORANGE ★ NEW JERSEY



# Always run

**Texaco will help  
your engine do  
everything you  
ask her to!**

**WITH THIS**  
*able* **CREW**

The little saved by oils and greases, bought at a low price per gallon, may be wiped out by engine failure at the most inconvenient time.

Texaco Marine Products are experts at the job of keeping your engine in shape to answer your

every call. When you push out to the grounds or drive her home to meet a good market, you'll find that with Texaco aboard, your engine will help you get an extra margin of profit on every run. At all ports along the Atlantic Sea-

board you will find a Texaco Engineer ready to help you select fuels and lubricants best suited for your own boat.

THE TEXAS COMPANY

135 East 42nd Street, N. Y. C. • Marine Sales Division



## TEXACO *tested* LUBRICANTS

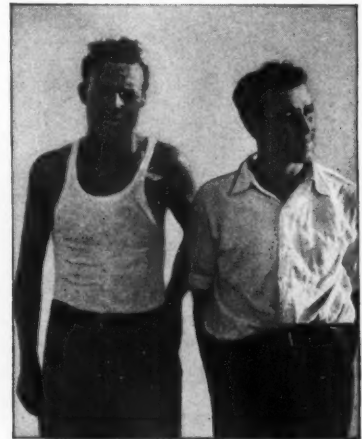


TEXACO MARINE MOTOR OIL ★ TEXACO WATER PUMP GREASE ★ TEXACO THUBAN ★ TEXACO CUP GREASE ★ TEXACO OUTBOARD GEAR LUBRICANT ★ TEXACO URSA OILS FOR DIESELS



# Take it from the COOKS

**EVEREADY BATTERIES**  
**last a long, long time!**



*Fernandina, Florida  
July 27, 1934.*

National Carbon Co.  
30 East 42nd Street,  
New York City

Gentlemen:

We have been using one set of Eveready Hot Shot batteries for a year and a half now, and bought new ones for the first time several days ago. Our boat is a 24-footer powered with a 16 h.p. motor, and has been used for shrimping for the past two years.

During the course of the year and a half's experience with Eveready Hot Shots we have encountered no trouble whatsoever. These batteries have never failed us nor have they hesitated to give us the best of service. On one occasion when we were caught in a "northeaster" off shore and our motor failed us many times, our old reliable Hot Shots started us on our course again and again, and we outrode the storm.

We not only use Hot Shots to start our motor but to run it full time, and they do an excellent job of it. In making the catch which comes anywhere from 50 to 2000 pounds a heavy strain is on the motor, and for this reason it is necessary that our motor remain running. Should it stall and not start immediately it may mean losing the greater part of the catch. Eveready Hot Shots eliminate this trouble.

Very truly yours,

*Melvin Cook.  
Melvin Cook.*


One set of Eveready Hot Shots turned their shrimp boat's motor over for a year and a half!

← Read their letter

**NATIONAL CARBON COMPANY, INC.**

General Offices: New York, N. Y.

Branches: Chicago, San Francisco

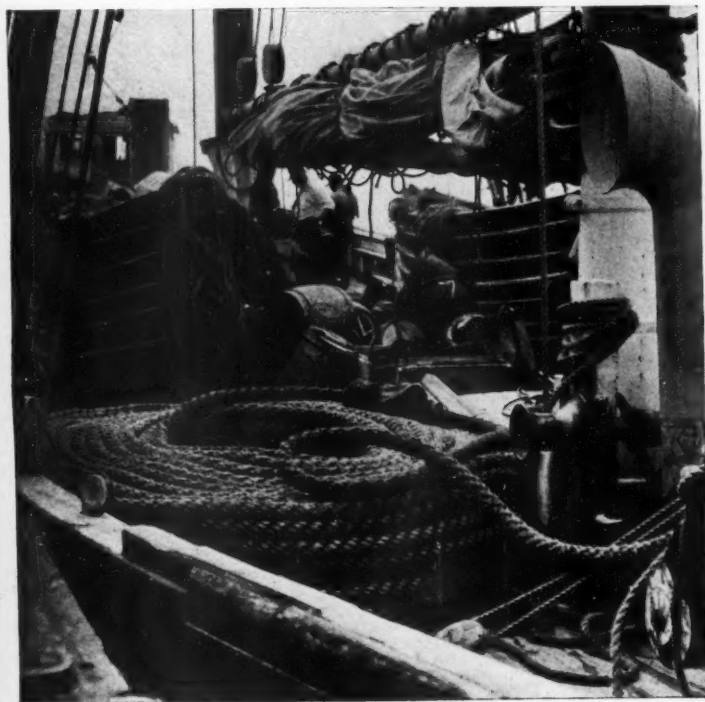
Unit of Union Carbide  and Carbon Corporation



You'll find that Eveready Hot Shots will give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. Like the Hot Shots, No. 6 Dry Cells are weather-proof and can take the toughest kind of punishment.



# PREFERRED *by Fishermen*



*who  
watch  
their  
costs*

**I**n the fishing industry where men's lives as well as their profits so often depend upon rope, Plymouth Ship Brand Manila is constantly proving to fishermen that it is far cheaper in the long run to use rope of highest standardized quality.

Plymouth Rope gives you maximum strength, flexibility and extra months of safe, dependable service. Its use has contributed to the safety, efficiency and economy of every fishing operation for over 110 years!

The man who watches his costs sees tangible evidence aplenty for preferring Plymouth Ship Brand Manila for trawl lines, pot warps, net ropes, boat gear and hawsers — in fact, for every rope requirement.

**PLYMOUTH CORDAGE COMPANY**  
North Plymouth, Mass. and Welland, Canada

SALES BRANCHES: New York Chicago Boston Cleveland  
Baltimore New Orleans San Francisco

# PLYMOUTH

SHIP BRAND  MANILA ROPE

THE ROPE YOU CAN TRUST



**Plymouth's First Advertisement**

Bourne Spooner founded the Plymouth Cordage Company in 1824—to furnish rope for the fishing fleet which sailed out of old Plymouth.

He established a high standard in rope making which has never been lowered — a standard which has been handed down from one generation of Plymouth rope-makers to another.

**AGENTS IN EVERY PORT**

# ATLAS DIESEL

ECONOMICAL

DEPENDABLE

POWERFUL

FAST



Capt. C. P. Guthrie, skipper of the "J. Earle Morris" has been a successful menhaden fisherman for 15 years. Read his comments on the Atlas Diesel.



THE "J. Earle Morris" is a 112 ft. menhaden trawler owned by the Quinn Menhaden Fisheries of Fernandina, Florida. When built on the Maryland Coast 31 years ago she was powered with steam. The intervening years have seen numerous power changes and three years ago she was powered with a 200 H.P. Atlas Imperial Marine Diesel Engine.

In commenting on the performance of his Atlas Imperial Diesel, Captain Guthrie gives the "meat of the coconut" by mentioning four points that are important to any fisherman.

## ECONOMY

"The economical operation of the Atlas Imperial Diesel cannot be overlooked by fishermen at this time. We operate 10 to 12 hours every day and often stay out longer. Our expenses are very low. We have not had to repair any part of the engine since it was installed three years ago, and I do not believe she will have to be repaired within the next year."

## DEPENDABLE

"The Atlas Imperial Diesel has not given us the least bit of trouble and has weathered hurricane weather. The engine has often been covered

with water when we are in the midst of bailing fish from small surf boats into the hold of the big ship, but the engine has never drowned out on me."

## POWERFUL

"Pulling power is an important factor to the menhaden fisherman. Although the catch is made in small boats one never can tell when a 112 ft. trawler will run aground. Our engine has as much power in reverse as in forward, and by rocking the ship backwards and forwards we have no trouble clearing her."

## FAST

"Speed is important to us especially when the product is short and we have to rush the fish to the factory. If we had a slow motor we would spend most of our time looking for the fish or running down to the fishing grounds. We get 12 miles an hour from our Atlas Imperial Diesel."

These comments of Captain Guthrie sum up the opinions of fishermen from Maine to the Gulf and from San Diego to Alaska. Thousands of fishermen whose income and safety depend upon reliable motive power express their preference for the Atlas Imperial Diesel.

ATLAS DIESEL ENGINE CORPORATION

115 BROAD STREET  
NEW YORK

# ATLAS IMPERIAL

# ATLANTIC FISHERMAN

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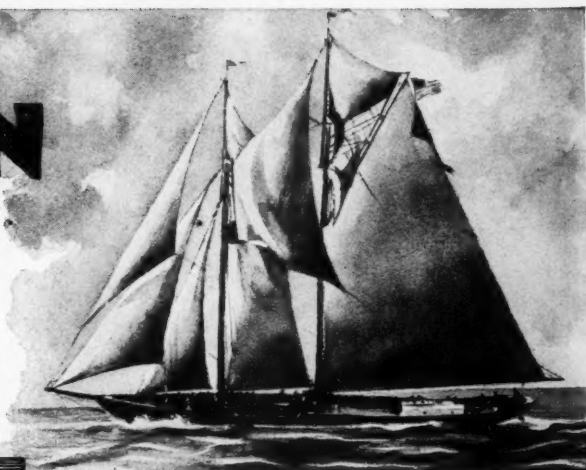
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## Dogfish Industry

Advocated by Capt. Frank Favaloro  
When Interviewed at Norfolk, Va.

CAPT. Frank Favaloro, one of the best known fishermen in New England and Virginia, master of the Gloucester dragger *Grace F.*, believes that a special dogfish industry should be developed.

Dogfish have for many years been the greatest problem the New England salt water fishing industry has had to consider. These little sharks are so numerous and so bloodthirsty that in times of their greatest abundance in mid-Summer fishermen frequently abandon the game of hand-lining and gill-netting and seek occupations ashore.

Fifty years ago July and August were the only months they swarmed into these cold New England coast waters from the South. Now they have become acclimated and are here practically the year around. They destroy almost every variety of food fish in incredible numbers. The situation is getting to be desperate.

Many plans have been suggested for their extermination. For some time Canada paid a bounty and operated fertilizer factories with fair success. It thinned the ranks of the pests so that the supply was insufficient for steady operation so the factories were discontinued.

Back in the 80's the late Luther Maddocks, of Boothbay Harbor, Maine, realized the threat of the dogfish to the fisheries. He had a porgy factory that was idle, so advertised that he would pay two cents apiece for all dogfish the fishermen would bring in. The first season he received 2,000,000; the second 1,000,000 and the third only 500,000. The fourth season not enough could be taken to make it an object. He utilized the oil of the livers and converted the bodies into a fish fertilizer.

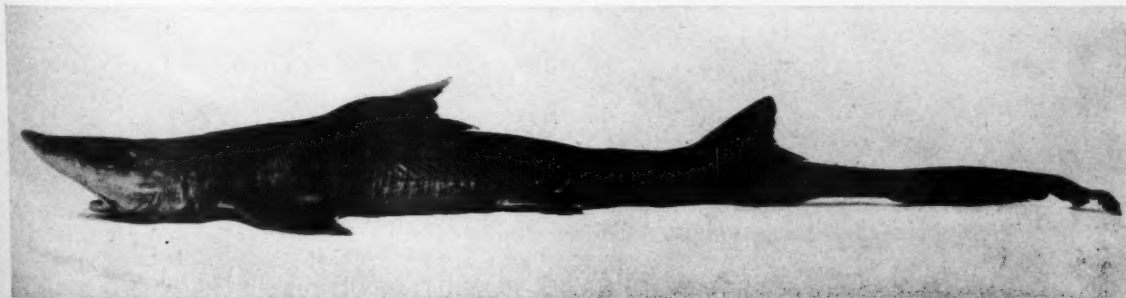
But he demonstrated that extermination is possible, or was at that time.

In 1916 the Bureau of Fisheries tried to overcome prejudice and convert the fisheries greatest menace into a food asset. Canada joined and the fish were canned under the name of Grayfish. A year later canned Grayfish was sold by retailers in 30 states. But the fish did not keep well. Cans swelled and burst. An acid developed that some scientists pronounced dangerous to health. The Bureau of Fisheries also attempted to dry, salt and pack dogfish for use in making fish cakes much like saltfish. The public was so strongly prejudiced however, that eventually attempts to market it as food were abandoned.

The real solution seems to be as fertilizer and by-products. Extraction of oil from dogfish livers has long been profitable. This oil has been used for lubricating and lighting purposes; in tanneries and in steel tempering; as a valuable body for paints for exposed places; for preparing wool for weaving; and in a refined form as a sort of substitute for cod liver oil. Canada is at present experimenting with this dogfish oil. It is believed that dogfish oil has a far greater medicinal value than is realized.

The heads and fins would make excellent glue. One of the best things about these little sharks, if developed, is their skins. This is as good a grade or superior to shark skins for making shoes and leather novelties. The skin can also be used when dried for fine rubbing and is much used today by fishermen in place of emery cloth.

By utilizing the dogfish in every way possible, a paying industry could be created.







The oyster dredge "Kecoughtan", Capt. Mal Hughes, owned and operated by the J. S. Darling Company of Hampton, Va. She is 85 ft. long, and is powered with a 180 H.P. Fairbanks-Morse Diesel.



The "Santa Maria" of Gloucester, Capt. Peter Mercurio, photographed at the Boston Fish Pier on her way South. She is equipped with Hathaway fittings, Kinney clutch and Hyde propeller.

Capt. Favaloro, who has been dragging for several Winters off the Virginia Capes, will now make his home in Norfolk where he was married on Thanksgiving day to Miss Louise Riganto of Norfolk. The wedding was attended by Capt. Leo Linquata, member of the Progressive Fish Co., from which firm Capt. Favaloro sails when in Gloucester.

Capt. Favaloro has always been very active in the fishing industry of Gloucester, and has served as a member of the NRA Code Committee.

#### Winter Dragging Off Virginia Begins

The Gloucester schooner *Albert D. Willard*, Capt. James Dewart in command, arrived at Portsmouth, Va., on the 12th of November to begin the Winter season of dragging off the Virginia coast. The *Willard* was engaged in party boating out of Gloucester all Summer.

On the 12th at Portsmouth the dragger *Jorgina Silveira*, Capt. Manuel Silveira, arrived with 130 barrels of croakers and 20 barrels of flukes; the *A. Piatt Andrew*, Capt. John Silveira, had 102 barrels of croakers and 20 barrels of flukes, and the *Evelyn G. Sears*, Capt. Anthony Sears, had 100 barrels of croakers.

Another arrival in the Southland is the schooner *Santa Maria*, Capt. Peter Mercurio. He has been engaged in mackerel seining out of Gloucester all Summer and Fall and recently changed over to dragging, with Norfolk his Winter base.



Canning department of McMenamin & Co., Hampton, Virginia. This Company uses Continental Can Company and Steel & Tin Products Company cans, and operates from eight to ten boats, ranging from fifty to sixty-five feet in length. The Company specializes in crab meat and herring roe.

#### To Open Outfitting Store at Portsmouth

Capt. Frank Saunders and Manuel P. Domingoes, Jr., of Gloucester, are in Portsmouth to open a branch outfitting store for the Winter dragging fleet.

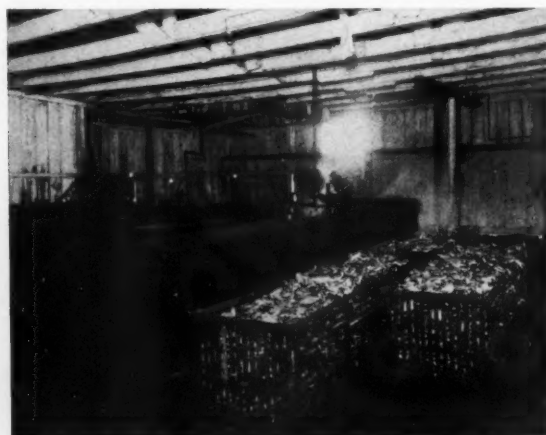
#### "Ramona" Aground Off Virginia

The former Gloucester dragger *Ramona* went aground last month off the Virginia coast and there was considerable difficulty in getting her free. The Coast Guard boat which went to her assistance had the misfortune of parting a heavy tow line. The *Ramona* was formerly owned by the Gloucester firm of Powers & McDonald, and some two years ago was sold to Capt. Nels Soderburg and has since then been fishing out of Phoebus, Virginia. Capt. Soderburg was one of the crew of the schooner *Gertrude L. Thebaud* in the races against the *Bluenose* in 1930.

#### Long Island Boats Fishing Out of Virginia

Long Island fishermen who came to Virginia to catch fluke have not had much luck and have turned their attention to crabbing, as there seems to be an abundant supply of crabs. One day Cornelius Sanders with his boat, *Two Sisters*, came in with a catch of 53 barrels.

Other Long Island captains fishing out of Virginia are Thomas Slager with the *Five Brothers*; James Beebe with the *E. C.*; Thomas Thomassen with the *Sadie Nickerson*; John Sanders with the *Sarah Thommasen*, and George Drake with the *Madeline B.*



View in the plant of McMenamin & Co., Hampton, Virginia, showing the crabs just after they have been taken from the boat and placed in the large basket cars. Two of these cars at a time are run into the long steam oven, and the crabs are thoroughly cooked.

## Gloucester Netters Profit From Big Pollock Run

By E. A. Goodick

**T**HE Gloucester fleet of gill netters were still landing big catches of pollock the last of November, and during the entire month had found that pollock was certainly "King".

Even the draggers, noting the high prices being paid for the fish, joined the fleet.

Seldom has there been such a run of pollock in Atlantic waters, and it has been many months since the dragging fleet has even bothered with catching them, while the gill netters have usually taken them with a grimace, knowing that they would be lucky to get 50c per hundred.

However, the fishermen's strike saved the day, for it caused the cold storage supplies to shrink, and kept the boats from

Mariners' rooms for the purpose of choosing an executive committee of 15 members, 12 of whom are local, to operate the code for the ensuing year.

Every purse seining skipper and owner of such active vessels in the seining season was requested to attend this meeting.

The complete committee selected at this meeting includes Capt. John A. Dahlmar of the schooner *Superior*; Capt. Lemuel Firth of the *Three Sisters*; Capt. David Keating of the *Mary F. Curtis*; Capt. John A. Barrett of the *Jackie B.*; Capt. Jack Scola of the *Linta*; Capt. Philip Fileto of the *St. Theresa*; Capt. Leo Byrnes of the *Mary W.*; Capt. Benjamin Randazza of the *Antonio*; Capt. Philip Curcuro of the *Bethulia*; Capt. Tony Linquata of the *Natalie II*; Capt. Edward A. Proctor and Capt. Ben Pine.

Those from outside are Frank M. Grinnell of Seaconnet Point, Rhode Island; Capt. Otis Thompson of Portland, Maine, and Capt. Courtland Brackett of Monhegan, Maine.

This list of committee-men will be forwarded to NRA headquarters at Washington, by Secretary J. Edward Crowell, and if approved, the men will serve from December 15 for one year.

*The "Edith L. Boudreau" of Gloucester, Capt. Alphonse Boudreau. This vessel is powered with a 230 H.P. Cooper-Bessemer Diesel, and is a user of Essomarine products supplied by the Fauci Oil Co. of Boston.*



active fishing for a month, thus giving any kind of fish a break in the market. Pollock came along in large quantities and in came the money, with the top price reaching \$2.25 per hundred.

For about two weeks the gill netters made exceptionally large shares, the top being \$85 per man for a week's work.

The men on the wharves have also appreciated the fact that pollock was plentiful, for through these large catches they have been employed in filleting the fish and splitting them. The Producers Fish Co. alone had a force of 20 men at work filleting the catches of both gill netters and draggers landing at their wharf.

On November 22 the gill netters had the best total day's receipts when they landed 367,500 pounds of fresh fish, mostly pollock. The splitters took most of the fish while some of it was filleted and the rest was marketed as fresh fish.

The *Elizabeth and James*, Capt. James Parsons, was reported with the largest pollock catch for the gill net fleet thus far this season, when she came in on November 19 with 40,000 pounds.

### New Fish Market

A new fish market scheduled to handle fresh fish from the gill netters was expected to open last month at the site of the old Main Street Fish market in the West end, with Roland J. Grant in charge. This shop was formerly operated by the late John M. Dennison.

### Code Committee Elected for Next Year

The Atlantic mackerel fishing industry NRA code committee held an executive meeting on November 24 in the Master

### Rockport Netters Lucky

Some of the mackerel netters were lucky last month and one boat in Rockport was reported to have made \$24 per man in one night's work. Most of the small netters landed their trips at Rockport last month.

### Capt. Abbott to Take "Thebaud" Haddocking

Capt. Jimmy Abbott, who has been fishing captain of the *Gertrude L. Thebaud* besides taking her on some of her special good-will voyages, will take command of her this Winter.

### Record Time Made in Freighting Fish

The Yarmouth freighter *Amacitia*, Capt. Harry Frampton, unloaded 70,000 pounds of salt cod at C. F. Mattlage & Sons last month. This craft is now under new management and made the trip from Yarmouth to Gloucester in record time, leaving Yarmouth at 7:30 on the night of November 14 and docking at Mattlage's at noon on the 15th. Capt. Frampton says that he made the trip from the Magdalens to Gloucester once in just 51 hours. The *Amacitia* is powered with two 275 H.P. Winton Diesels.

### Netting Fleet Growing

The mackerel netting fleet is growing and several more skippers decided to try their luck for a month until the Yuletide season gives them thoughts of hustling Southward to drag off the Virginia Capes. Among those changing over are the *Mary E. D'Eon*, Capt. Fay D'Eon; *Thelma*, Capt. Harold Parsons; *Josephine and Margaret*, Capt. Bert Perry; *Emma Marie*, Capt. Percy Pieroway; and the *Huntington-Sanford*, Capt. Seymour Harnish.



Capt. Bradford Amirault, skipper of the "Donald", on the Boston Fish Pier. The "Donald" is powered with a 275 H.P. Atlas Imperial Diesel engine.

### "Zelda" Rejoins Boston Fleet

THE trawler *Zelda*, formerly operated by the North Atlantic Trawling Co., and laid up at the National Docks for four years, is fishing again. The vessel has been purchased by a group of three men, namely, J. L. Tedford, D. I. McSheehy and Pierce MacDonald. George Steele is captain, and James Myse, mate.

The boat is 165 ft. long, 28 ft. wide and has a displacement of 396 tons.

#### New Lister for "Oretha F. Spinney"

A recent sale by the Wharf Machine & Electric Co. was that of a 7 H.P., 1000 R.P.M.,  $4\frac{1}{2}$ " bore,  $4\frac{3}{8}$ " stroke, model CD, dual compression Lister Diesel for the Gloucester schooner *Oretha F. Spinney*, Capt. Carl Olsen.

#### Record Nelseco Installation by Atlantic Works

The new Nelseco Diesel engine in the *Flow* was installed by the Atlantic Works of the Bethlehem Shipbuilding Corp. in record breaking time. In three hours less than four weeks after the boat arrived at the Atlantic Works dock she had her new engine in operation, and sailed for the Banks.

This is the same regular heavy duty type engine as those in the three new O'Brien trawlers, the one in the *Flow* being 6 cylinder, 4 cycle, mechanical injection, 550 bhp., 250 rpm., 15" bore, 22" stroke. It has two flywheels, one forward and one aft; and hydraulic handling gear.



The "Paolina", of Gloucester, Capt. Manuel Rocha, powered with a 150 H.P. Winton Diesel and equipped with Edison batteries.

On December 7 the *Flow* sailed on her third trip since the engine was installed. On her first two trips the boat ran without any vibration from the lowest trawling speed up to full speed, according to the report of Capt. Van Ness and chief engineer Earle Barter.

The three new O'Brien trawlers—*Atlantic*, *Plymouth*, and *Thomas Whalen*, each of which is equipped with a 350 bhp. 6 cylinder Nelseco Diesel engine,—have made two or three trips and are giving a good account of themselves.

The *Atlantic* is in command of Capt. Carl Ohmsted; the *Plymouth*, Capt. Joseph I. Kemp; and the *Thomas Whalen*, Capt. Leo Doucette.

#### Yacht Masters & Engineers Association

A guest of honor at the monthly meeting of the Yacht Masters & Engineers Association of Boston, was Charles M. Fauci, President of the Fauci Oil Company, Essomarine distributors for the Colonial Beacon Oil Company.

#### Fish Pier Landings for November

<i>Adventurer</i> .....	177,000	<i>J. M. Marshall</i> .....	62,000
<i>Alpar</i> .....	51,700	<i>Josephine &amp; Margaret</i> .....	33,000
<i>Alvan T. Fuller</i> ....	122,700	<i>Killarney</i> .....	127,000
<i>American</i> .....	93,000	<i>Kingfisher</i> .....	183,000
<i>Amherst</i> .....	184,000	<i>Lark</i> .....	210,000
<i>Andover</i> .....	127,000	<i>Laura Goulart</i> .....	136,500
<i>Andrew and Rosalie</i> ..	44,000	<i>Leonora C.</i> .....	288,500
<i>Arthur D. Story</i> ...	71,000	<i>Leretha</i> .....	69,500
<i>Atlantic</i> .....	128,000	<i>Loon</i> .....	221,000
<i>Boston</i> .....	57,000	<i>Magellan</i> .....	110,500
<i>Boston College</i> .....	196,000	<i>Maine</i> .....	198,500
<i>Brant</i> .....	123,000	<i>Marie and Winifred</i> ..	55,000
<i>Breeze</i> .....	190,000	<i>Maris Stella</i> .....	129,000
<i>Brookline</i> .....	136,000	<i>Marjorie Parker</i> ....	79,100
<i>Cambridge</i> .....	213,000	<i>Mary De Costa</i> .....	64,000
<i>Cape Ann</i> .....	106,900	<i>Mary P. Goulart</i> ....	64,600
<i>Comber</i> .....	89,000	<i>Milton</i> .....	89,500
<i>Coot</i> .....	85,000	<i>Natale II</i> .....	57,000
<i>Corinthian</i> .....	72,000	<i>Natalie Hammond</i> ..	111,900
<i>Cormorant</i> .....	110,000	<i>Newton</i> .....	123,000
<i>Cornell</i> .....	176,600	<i>Notre Dame</i> .....	141,500
<i>Dartmouth</i> .....	405,000	<i>Ocean</i> .....	287,000
<i>Dawn</i> .....	69,300	<i>Olivia Brown</i> .....	122,400
<i>Donald</i> .....	236,000	<i>Paolina</i> .....	177,500
<i>Dorchester</i> .....	126,000	<i>Penguin</i> .....	153,000
<i>Ebb</i> .....	173,000	<i>Plymouth</i> .....	67,000
<i>Edith L. Boudreau</i> ..	366,800	<i>Princeton</i> .....	70,000
<i>Elk</i> .....	141,000	<i>Quincy</i> .....	115,000
<i>Elvira Gaspar</i> .....	93,000	<i>Rainbow</i> .....	72,000
<i>Evelina M. Goulart</i> ..	114,000	<i>Rhodora</i> .....	81,000
<i>Exeter</i> .....	76,000	<i>Ripple</i> .....	184,000
<i>Fabia</i> .....	120,000	<i>Rita B.</i> .....	32,900
<i>Flow</i> .....	122,000	<i>Rose and Lucy</i> .....	35,000
<i>Foam</i> .....	80,000	<i>Ruth and Margaret</i> ..	57,000
<i>Fordham</i> .....	176,500	<i>Ruth Lucille</i> .....	59,900
<i>Frances C. Denehy</i> ..	34,000	<i>St. Rosalie</i> .....	70,500
<i>Gale</i> .....	161,000	<i>St. Theresa</i> .....	99,000
<i>Gemma</i> .....	35,000	<i>Santina D.</i> .....	80,600
<i>Georgetown</i> .....	71,000	<i>Saturn</i> .....	45,000
<i>Geraldine and Phyllis</i>	163,000	<i>Sea</i> .....	163,000
<i>Gertrude de Costa</i> ..	70,000	<i>Shamrock</i> .....	167,000
<i>Gertrude L. Thebaud</i> ..	41,000	<i>Shawmut</i> .....	87,000
<i>Gertrude M. Fauci</i> ...	140,500	<i>Spray</i> .....	173,000
<i>Gertrude Parker</i> ....	196,500	<i>Superior</i> .....	273,300
<i>Gossoon</i> .....	121,000	<i>Tern</i> .....	275,000
<i>Gov. Al Smith</i> .....	57,000	<i>Thomas Whalen</i> ....	225,000
<i>Grand Marshall</i> .....	56,000	<i>Tide</i> .....	301,000
<i>Harvard</i> .....	95,000	<i>Trimount</i> .....	212,000
<i>Hekla</i> .....	215,300	<i>Vagabond</i> .....	44,400
<i>Helen M.</i> .....	71,000	<i>Vandal</i> .....	59,000
<i>Heron</i> .....	202,000	<i>Waltham II</i> .....	80,500
<i>Hesperus</i> .....	129,000	<i>Whitecap</i> .....	69,000
<i>Illinois</i> .....	233,000	<i>Wild Goose</i> .....	126,500
<i>Imperator</i> .....	95,000	<i>William J. O'Brien</i> ..	148,000
<i>Isabelle Parker</i> ....	197,000	<i>Winthrop</i> .....	182,000
<i>Jennie and Julia</i> ..	38,000		



## Maine

### Sardine Business all Set For Banner Season in 1935

By Alfred Elden

**W**ELL, Thanksgiving Day found the sardine season of 1934 had passed into history. Smokestacks at the factories had their caps on, boats were tied up and engines blanketed until next April. It is an open secret that the packers made very little money this year on early packed goods, depending mostly on quantity and quick sale to give them working capital whether needed or not.

But the outlook for another year is believed to be the best in a long time. The carryover this Winter is small, but the sales of such meagre stocks as have been stored, or holding these stocks for higher prices will furnish capital for a good start next season.

A. M. G. Soule, Chief, Division of Inspection, Department of Agriculture, says, "We can probably truthfully say that most of the 1934 pack is the best that has ever been packed on the Coast of Maine. I should say that the repeal of the Prohibition law has been good for the industry, but it probably helped the smoked herring industry a little more.

"The approximate number of bushels of fish received from Canadian waters was 232,547 or 41.04%, and the approximate number of bushels of fish from American waters was 333,959 or 58.96%. The total number of bushels received was 566,506. Up to November 10 the total pack of all the factories was 1,173,029 cases.

"The number of factories that operated this season was 22 as follows: Portland, The Brawn Co., Peacock Canning Co., Ramsdell Packing Co.; South Portland, Seaboard Packing Co.; Southwest Harbor, Addison Packing Co.; Eastport, Booth Fisheries Sardine Co., C. A. Cheverie & Son, L. D. Clark & Son, E. A. Holmes Packing Co., Maine Coast Fisheries, Inc.; Machiasport, Machiasport Canning Co.; Lubec, No. Lubec Mfg. & Canning Co., Peacock Canning Co., Ramsdell Packing Co., Seaboard Packing Co., Union Sardine Co.; Yarmouth, Royal River Packing Corp.; Robbinston, Seaboard Packing Co.; Jonesport, Wm. Underwood Co.; McKinley, Wm. Underwood Co.; Prospect Harbor, Wass & Stinson Canning Co.; Stonington, No. Lubec Mfg. & Canning Co.

Chester L. Pike, President of the Seaboard Packing Co., and one of the leading figures in the Maine sardine industry, has purchased an immense quantity of herring this year both from the American and the Canadian weirs. His company and



Loring Brewster, counter man for S. L. Wadsworth & Son of Eastport, Maine, just leaving the store with Eveready hot shot batteries for a customer at the dock.

that of Connors Bros., Ltd., of Black's Harbor, are the largest buyers of sardine herring on the Atlantic coast, and a surprising amount of money has been distributed among the fishermen by these two firms alone.

With a total pack of approximately a million and three-quarters cases the sardine industry would seem to be back on its feet. Commissioner of Agriculture Frank P. Washburn, who has completed a survey, says this is the largest quality pack in more than a decade, and believes that the vast improvement is due to the improved quality and proper size of the fish packed. The opening of the 1935 season he believes will find bare storehouses and the scene all set for a banner business.

#### Damariscotta Oysters Reappearing

They are finding many large oysters in the Damariscotta River, the result of plantings about 25 years ago. They say they are scattered all over the bay for a distance of two miles, and the planters did not cover all that territory by any means. It is believed that there may soon be beds large enough to work profitably. These oysters are all large, about seven by five inches, and if they are 25 years old they improve with age for their flavor is delicious.

Damariscotta River once produced astounding quantities of oysters, but that was in the dear, dead years, say several thousand years ago. Millions of tons of shells constitute the river banks for miles up and down while the ancient oyster shells cover the bottom too. Just what caused them to die out is a question. Some oystermen say that a certain amount of stirring up is necessary to keep them multiplying. They may have died of stagnation, but at any rate they perished.

Now the folks hereabouts are anxious to know if scientific planting cannot restore the oysters where they were once so plentiful. If so, it would replace in part at least the smelt fishery which has petered out. Will Uncle Sam now spend a little money restocking the river with oysters?

#### Demand for Smoked Herring Unusually Good

With the fading out of the sardine from the salt water industrial picture up comes the perennial "Smoker" now bringing a dollar for a box of boned herring. A dollar a box of 10 pounds gives the packer cause to hustle, get around in the morning, have a truck ready and tend to his bookkeeping, to say nothing of being on the job himself and communing constantly with the "Smoke demons" who see that everything is going well overhead.

Smokehouse overhead is mostly smoke but there comes into the picture a vast amount of wood, salt, labor, trucking, upkeep of wharves and of boats owned by the smoking firm.

Just now this December there is a distinct shortage of smoked herring in the Lubec stands and it is believed packers will find themselves sold out many months sooner than usual, due to an unprecedented demand for the commodity with re-



Fishing boat owned by Capt. Chas. Willard of South Portland, Maine. She is 30 x 9 x 5 and is equipped with a 32-40 H.P. Red Wing engine and Hyde Propeller. Capt. Willard used his boat for fishing parties and line trawling the past Summer and is now engaged in scallop dragging. The Red Wing engine was sold by Smith & Langmaid, Portland distributors.

sulting higher prices. Twelve cents a pound which comes close to establishing a record is now the going price for boneless, and the demand is steady.

#### At Home in the Smoke

Visitors who wonder how the "Boneless" men work in the smoke of the herring smokehouses and not lose their eyesight do not know that there are men who seem actually to thrive on it. A current joke around Lubec is that these smoke tenders, after a day in the obscurity of the lower part of these buildings, go home at night, fill the stove full of tarred paper, take off the covers, light a pipe and a kerosene lamp and sit down to read the daily paper with that perfect "at home" feeling. Now and then, of course, they have to come up for air and at these times they peer out of a swirl of soft wood smoke, blow their noses, wipe an eye and dodge back into the darkness broken only by pinpoints of flame where a stick of driftwood is doing its stuff.

#### Scallop Season Opened

November found many of the fishermen around Passamaquoddy Bay busy putting their scallop dragging gear in shape for the season which opened on the 15th. Small beds have been reported at Grand Manan. The last two years have shown a steadily increased market for these shellfish which are shipped to Boston and New York and offered for sale within 18 hours after being caught. The price was high at the opening and the thousands of gallons sold during each Winter when other fishing is poor helps out the fishermen greatly.

#### Purchasing Flounders

Frank Goldstyn has headquarters at Bernard where he buys fish for T. W. Mitchell, of New York, while Austin Mitchell is at the sardine factory wharf buying for S. Kurtz & Son, also of New York. Flounders are their chief purchase and they will continue buying these right through the Winter which will be a big help to fishermen.

#### Clam Canning an Important Industry

The clam flats and clam canneries along the Maine coast save the fishermen from some pretty lean Winters. The cold Winter months see the greatest activity in clam canning. As a rule the factories pay from 50 to 60 cents a bushel for Winter clams. Jonesport is a center for the clam industry. Although intensive digging has been carried on there for more than half a century the flats seem more prolific than ever. Every Winter the plant of William Underwood Co. puts up from 12,000 to 15,000 cases of plain clams, 48 cans to a case, and from 40,000 to 50,000 cases of clam chowder. There are about 30 factories in operation, big and small, along the coast.

#### New Boat Plant Completed

Winfield S. Carter, boat builder of Friendship, Maine, has recently opened a new boat plant and is now ready to take orders for new boats and boat repair work. Mr. Carter assures his customers of quality work and service at reasonable prices.



The "Georgie M.", owned by Capt. J. Petter Persson of New Rochelle, N. Y. She is 57 ft. long, 17 ft. beam, and 3 ft. 6 in. draft, and is powered with a 6 cylinder, 60 H.P. model F, Palmer engine.

## Eastport, Me., Fishing Fleet Has Two Additions

By C. A. Dixon

**C**APT. Aldie Sutherland of Eastport recently brought to port a fine and seaworthy powerboat of modern construction built by Lyndon Tewksbury of Leonardville, N. B. The boat is attracting the usual crowd of spectators and critics along the waterfront. Capt. Sutherland is now engaged in boating clams with Capt. Jiber Foley. The new craft is a fine addition to the Eastport fleet.

#### To Engage in Scallop Dragging

Capt. Frank Calder, master of the *Eva H.* of the E. A. Holmes Packing Co., recently purchased the former sardine boat *Trilby* from Capt. John Marshall of Leonardville. Capt. Calder and his engineer, Seward Robinson of Eastport, will engage in scallop dragging in the newly acquired craft.

#### May Purchase Larger Boat

Alden Bucknam, Eastport's crack pollock fisherman contemplates purchasing a new and larger boat to replace the present craft *Eudora*, which he has used in the handling industry for several seasons. During slack spells in the Summer Capt. Bucknam uses his craft for a party boat on sight-seeing and fishing cruises, and the proposed new boat will be more commodious and better equipped than the old one.

#### May Establish Extensive Canning Business

It is reported that a sardine deal of considerable magnitude is pending in Eastport, and well-informed circles state that lively interest is being shown by a powerful group in establishing an extensive sardine canning business in the island city. Eastport has several large sardine factories lying idle, and definite offers may soon be made for such plants as are available along the waterfront. One new factory may be built. "The easy profits made by the packers this year and the improved demand for sardines, due to the legalized sale of liquor, constitute the reason for this proposed adventure into this market."

#### Eastport Fishermen

Eastport fishermen are getting small trawl fares of haddock and cod, but prices are good and with the advent of cold weather better fishing is anticipated. Alden Bucknam said recently that he thought the pollock fishing was about over, and Harry Raye, of Raye's fish market, stated that he had been getting only a half dozen or so of Quoddy pollock from a Wilson's Beach fisherman each day. One boat has been engaged in dragging for flounders off the city waterfront.

#### Lobstermen Doing Well

Fishery Officer Steve Beal of Eastport told the ATLANTIC FISHERMAN recently that the lobstermen in his district in Eastern Maine were doing well. Lobsters are quite plentiful and the season promises to be a good one. Mr. Beal purchases considerable quantities of herring for lobster bait.



Lester & Toner, Inc., Greenport, L. I., oyster cultivators. They have two plants, and report a big business this season. They operate a fleet of oyster boats, three of them with new Wolverine Diesels.

## Greenport, L. I., Oyster Season Best Ever

By C. A. Horton

**T**HE oyster business in Greenport never was better. The unemployed are finding ready jobs in the oyster houses as the height of the season is on. About six hundred men are employed in the various branches of the industry which means a weekly payroll of about \$9,000.

### Improving Scallop Beds

More than \$10,000 worth of scallops were caught from the waters of Lake Montauk during a six day period last month by residents of East Hampton.

A committee known as the Montauk Scallop Committee, an unofficial body of East Hampton citizens, was recently organized for the purpose of improving the shellfish wealth of East Hampton waters. The scalloping rights have been purchased from the Montauk Beach Development Co. for the entire season until next April.

The committee netted its original investment in a short time. The lake is being patrolled at all hours of the day. The residents of the town have been paying 50c per bushel for the privilege of scalloping in this Lake and have been receiving \$3.25 per gallon for their catches. This business has become a great boon to East Hampton.

### Plenty of Bug Scallops

The bug scallops are so plentiful the prospects are that next year's catch will be larger, but this year is a big disappointment. Some of the scallop boats of the New Suffolk fleet are tied up, it is feared for the season. Scallops are selling locally as high as \$1.50 per quart.

### "Alice and Jennie" Overhauled

Cornelius Zegel had his fishing boat, *Alice and Jennie*, overhauled on the railways of George Bishop in Patchogue last month.

### Trap Fishermen Report Good Catches

The following trap fishing firms are at their East Marion homes for the Winter: Vail and Eldredge, who fish at Block Island Sound; Frank A. Rackett & Son, Gardiners Island; Russell Terry, Montauk; E. T. Rackett and W. C. Rackett, Gardiners Island; E. L. Bennett, L. I. Sound; Grant Rackett, Orient Harbor; Daniel F. Brown, L. I. Sound; William S. Adams, Orient Harbor; Fred Hominell, Orient Harbor; and Myron Brown, Block Island Sound.

They report the season a fair one with very good catches. The run of butter fish which is looked for during the Fall was small. Brooks Brothers of Orient reported 90 boxes of Boston mackerel in a day's catch. Frank A. Rackett & Son of East Marion came next with a week's catch of 80 boxes of butterfish.

### Clammers Bothered by Periwinkles

The large quantity of periwinkles in the Long Island waters has brought anxiety to those engaged in clamming, as little necks especially suffer from the depredations of these periwinkles which bore a hole in the shell and eventually kill the clam.

One tonger reported having caught 18 of these periwinkles at one haul. The Long Island Fishermen's Protective Association, with headquarters at Sayville, is urging the importance of throwing them ashore instead of overboard, for the protection of oysters also.

### Starfish

About \$1,200 has been spent to drain destructive starfish from Three Mile Harbor.

### Oyster Openers Granted Increase in Wages

As a result of a conference held by the J. & J. W. Ellsworth Co., Lester & Toner, Inc., and George Thompson & Son Oyster Company, and the Greenport Oyster Openers Union, the only labor organization of its kind in the country, the oyster openers at the three plants were granted an increase of four cents a gallon, raising the price to openers to twenty-nine cents per gallon.



The dragger "William & Warren", owned by Capt. Fred Lund of Cape May, N. J. She is powered with a 50 H.P. Bolinders W-7 Diesel engine, installed by Anderson's Machine Shop, Wildwood. Capt. Lund is very active in New Jersey Fishermen's Association work.

## No Depression In Crisfield

By Edward Bowdoin

**T**HE water front of Crisfield is a scene of great activity. More oysters are being brought to Crisfield, and packed and shipped than for three years. Runboats are touching all points of the Chesapeake Bay in Maryland, Virginia, and as far south as North Carolina.

Besides the steamboat and railroad, fleets of trucks are carrying oysters to Baltimore, Philadelphia, New York, Pittsburgh, and Chicago. Prices were expected to be higher for oysters in the shell as the holiday season approaches. The demand is good.

Over twelve hundred people are employed in the oyster industry, and will be until after the Christmas holidays, when the business usually slows down.

There is no depression in Crisfield. With the oyster and crabmeat business good, most all who want work can find it.

### Dredge Boats

The dredge boats are making extraordinary catches of oysters up at the head of the Chesapeake Bay. The oysters are fat but small and bring a fair price. Some of the large boats have caught two thousand bushels in a day.

### Hard Crabs Bringing High Price

The demand for hard crabs is so great that they are bringing \$4.00 a barrel in Crisfield market, an exceptionally high price for the season.

### New Menhaden Steamer to be Built

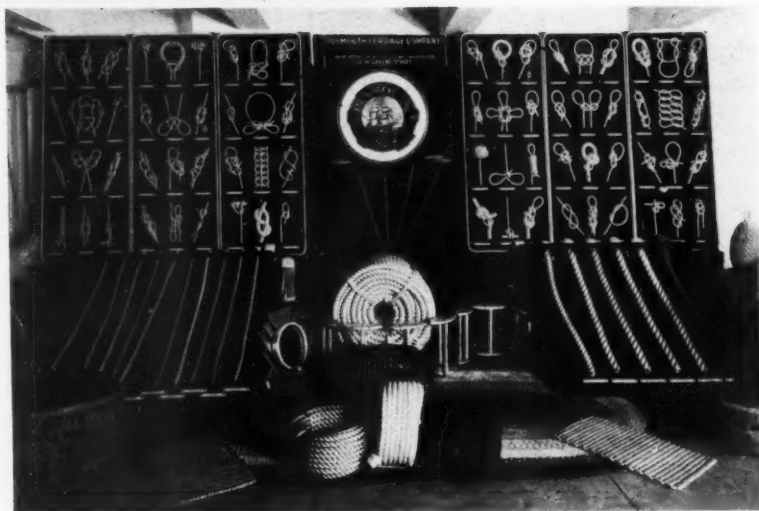
Wallace M. Quinn will soon begin the building of a new fish steamer to be added to his menhaden fleet. The steamer will be ninety feet long and eighteen feet wide. It will be built in San Fernando, Florida.





Exhibit of Whitlock Cordage Co. at the First Annual Marine Exhibition. The picture in the background depicts stripping and drying manila fibre in the Philippines.

Display booth of Plymouth Cordage Co. at the First Annual Marine Exhibition. The background of this display is comprised of an interesting and intriguing set of Plymouth Rope-tied knots, hitches and splices mounted on black boards.



## Biloxi Seafood Concerns Form Marketing Association

**A** NUMBER of Biloxi seafood concerns have formed a cooperative marketing association for the shipment of shrimp in car-loads to Chicago. The name of the association is the Biloxi Shrimp Shippers Association.

Plans have been worked out for shipment to Chicago through this association of raw shrimp, headless shrimp and cooked and peeled shrimp in car-loads or smaller lots, and it is calculated to get the shipments to that city from Biloxi by way of Gulfport within 40 hours or less.

Price cutting and the keen competition between shrimp dealers in years past have made shrimp shipping more or less unprofitable, but with the uniting of a group of the shippers so that uniform prices may be demanded, it is believed that there will be a big increase in the marketing of shrimp.

The following firms were listed as having already joined the association: Mavar Fish and Oyster Company, T. M. Kuluz, De Jean Packing Company, Sanitary Fish and Oyster Company, C. C. Seafood Company, Dixie Fisheries, Inc., Dubaz Brothers, and Ewing and Gulco Seafood Company.

Ben Grishman will be sales manager for the association and will maintain offices in Chicago.

The following officers have been chosen by the Association: William Cruso, president; Anthony Cvitanovitch, vice-president, and T. M. Kuluz, secretary and treasurer.

## Louisiana Oyster Reefs Opened

December 1 marked the opening of the Louisiana oyster reefs, and 50 boats were expected to sail from Biloxi for Louisiana waters. For weeks factories have been busy preparing for the opening of the reefs.

## Florida Fish Producers Association Meeting

The annual meeting of the Florida Fish Producers Association, of which Omah A. Clark of Naples, is President, was held at Fort Pierce, December 13.

At this meeting the by-laws of the Association were amended with the object in view of drafting a code of fair competition for the fishermen.

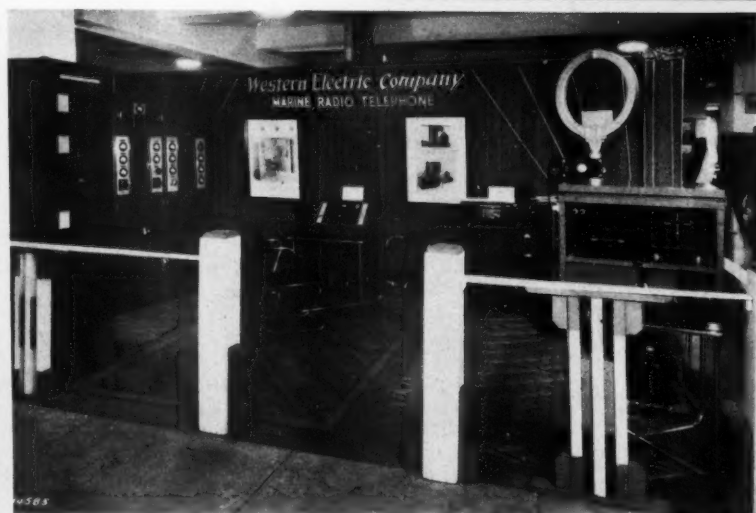
This organization, which is a year old, is determined to make every effort to eliminate cut-throat competition by developing and enforcing a code of fair competition for the fishermen of Florida.

Details of the meeting will be published in our January number.

## ERA Cooperative at Clearwater

The Florida Emergency Relief Administration has built at Clearwater a plant, 64 x 160, in which to process fish from the Gulf of Mexico into fish meal and fertilizer, and for the production of salt, smoked and dried fish for use locally. It is the intention to convert all trash fish directly into fertilizer, and the edible varieties into products which can be used for human consumption or as stock food. H. S. Riddle is District Administrator.

*Texaco exhibit at the First Annual Marine Exhibition held under the auspices of the Maritime Association of the Port of New York.*



*The Western Electric marine radio telephone equipment shown at the First Annual Marine Exhibition held in the New York Maritime Exchange Building, November 12 to 24.*

## Bayfield, Wis., Anticipates Big Herring Season

**J**OSEPH Sinclair, Manager of the Bayfield Wood Turning Works, Bayfield, Wisconsin, manufacturers of gill net floats, reports that herring fishing is going on in full swing now, and that Bayfield is anticipating one of the very biggest years in its history and Cornucopia definitely expects a record breaking season.

The fishing in Bayfield is being done mostly by the Booth Fisheries, the Henry Johnson Fish Co., and the Dormer Co., which is operating from the Bayfield Fish Co. docks. There are also a number of independent fishermen who are bringing in herring in great quantities.

C. H. Parcels, manager of the Bayfield branch of the Dormer Co., located at Menomonie, reports an output of 200 kegs a day. The *Lola*, out two days, brought in a 10 ton load. This company has been operating five boats from the Bayfield Fish Co. dock, averaging 15 tons daily and is also handling 10 to 20 tons of dressed fish from Cornucopia daily. About 25 men are employed by this company, in dressing and salting the fish, and for dock labor.

Henry Johnson has five boats out and is employing forty-five men; twenty on the boats, and twenty-five on the dock. He averages 15 tons daily, and on one day had a 20 ton catch.

The Booth Fisheries have been doing an enormous business, working six boats out of Bayfield, and employing one hundred men on the dock and 50 men on the boat crews. On one day

Booths brought in twenty-five tons in a one-day catch; twelve tons on the *C. W. Turner* alone. Booths are also taking over half of the Cornucopia catch.

There is no doubt that it will prove to be an unusually fine herring season. A million pounds are prophesied for Bayfield, and another million for Cornucopia. One hundred men are employed at Cornucopia. The fish there are handled by the Flieth Ehlers Mercantile Co.

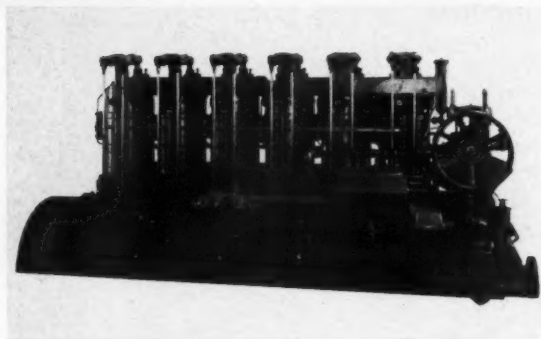
The fish caught around here are prepared for export by freezing, salting, smoking, and many are shipped fresh.

The fact that trout are caught the year around makes them the most important fish caught here with herring a close second. The herring season is only about 30 days long, but they are caught in large quantities, small gas boats sometimes bringing in a day's catch of 5 and 6 tons.

The fishermen all have their own nets with the exception of the herring nets which the large fish packing companies loan to them in the herring season. The present export of herring is between 2 and 3 freight car loads a day of frozen fish. In the freezing of the herring the fish, after being cleaned, are placed in a flat pan one layer deep, the pan being about 12 in. x 30 in. and having a cover. They are then placed in large bins and covered with crushed ice and salt and left over night. In the morning the pans are taken out of the bins and dipped in hot water, and a solid cake of about 36 herring drops out. These cakes are then packed in wooden boxes and shipped in refrigerator cars which are kept well iced.



The "Wm. H. Killigrew", 85 x 19 x 12, owned by Captains Elmer Jacobsen and John Williams of New Bedford, Mass. The upper right hand picture is of Capt. Jacobsen who is the skipper. At the right is an illustration of the operating side of the new engine which has just been installed—a 200 HP. air reverse Wolverine, 6 cylinder, 4 cycle, 9 x 14, 360 RPM., solid injection, one-way clutch, pilot house control. The vessel is equipped with a Hyde propeller, and her speed is 9½ to 10 knots.



## Vineyard Cornucopia of Fortune Above Main Hatchway

By J. C. Allen

**A**ND now comes Christmas, although this report is penned at the wind-up of November with that glad holiday still hull-down below the skyline. Just the same, she's due, and rising fast even now and by the time that the people who read ATLANTIC FISHERMAN cast their dead-lights on this column, the merry Yuletide will be close aboard.

So, here comes Christmas, and the Wheelhouse Loafer who holds the helm in piloting this column offers the opinion that the holiday is not going to be completely devoid of joy in this particular neck of ocean. We shrink from empty pretending and damned hollow optimism as a shedder lobster shrinks from a tautaug. There is nothing calculated, in our opinion, to do more harm than to try to argue with a man that it does not hurt when he pounds his thumb with a maul. And it's just the same cussed thing to attempt to convince a man that he is really a lucky stiff when he hasn't got a dollar in the world and no prospects of getting one.

But—by the Great Hook-block! When Providence itself cuts lose and appears to be doing something special, something that never was done before perhaps, to lift the down-trodden out of the scuppers and gurry-butts, then by Godfrey, we hold that there is virtue in calling man's attention to the fact that the cornucopia of Fortune is being upended above his main hatchway!

### Prices Hold Up Well

It is just like this, in these waters. With a tough Summer astern, tough in a great many respects, fish prices have held

up well. Some varieties of seafood in the raw have not brought as much as they have been known to, but others have heaved ahead in very good shape. The hardest-hit gentry, as we have mentioned before, were the lobstermen who have never attempted to pursue any other line of fishing except as a sideline.

### Scallops

But with the arrival of Fall, and the natural wind-up of the lobster season, there has been more interest taken in the nets and dredges. Well, it didn't take long to find out that the harbor scallop season was lean, even though the opening of the beds in the various towns was spread over a month's time. Yet lean as it is and was, the catch netted several thousands of dollars simply because there was a shortage and the price was steep. Did they growl? You can bet your cockeyed soul they growled! If any man ever saw a fisherman who didn't growl, then he was sick, that's all. But they haven't sold a blasted scallop yet for less than \$3.75 a gallon, and the bulk of 'em have gone at \$4 to \$4.75 per.

Now in flush times, when men got their limit every day for weeks on end, they got just about three-fifths of this price on an average.

### Summer Fish

So that is that, but there's another angle to the local situation. The boats large and small, which swing otter-trawls, have been busy when the weather allowed, and that has been better than fifty percent of the time, counting night and day together. Summer fish have hung to the banks right up to the tail-end of the month. But did they growl? Hell, yes, of course they did! They howled their heads off about the rough weather, that has hit about every third day, forgetting that this was the thing that kept the market up.

### Big Bed of Sea Scallops Located

And then, when the lobstermen had made up their minds





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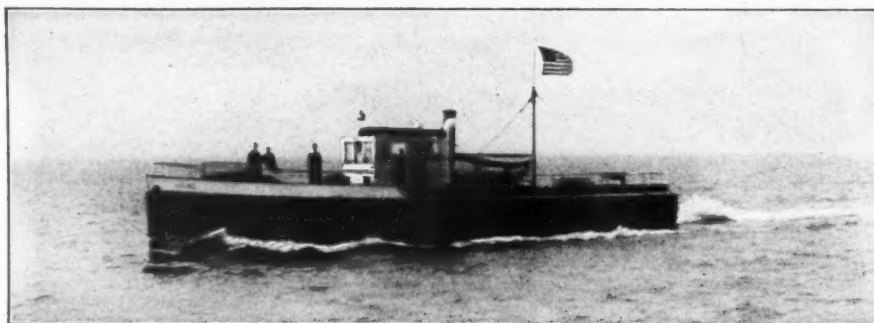
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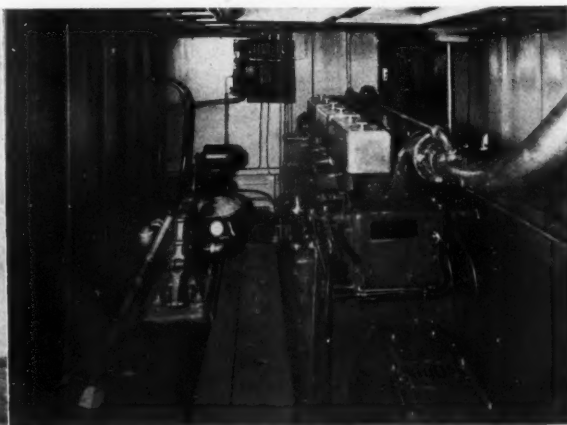
that they couldn't get much out of their harbor scallops, and that the cod would strike late because the weather was so warm, some prospecting cuss, towing a mess of twine astern, struck a sea-scallop bed off the mouth of the sound and brought in seventy-five or a hundred bushels. All hands went out to look things over and reports indicate that there is a tremendous mass of the critters there.

These scallops run rather undersized, which makes them better stock than the larger ones, and the price has hovered at two berries per gallon, or better, all through the Fall.

Now this is all natural enough, as far as it goes, but here is where the hand of Providence shows itself. No sooner had this bed been definitely located than deep-legged vessels, carrying dredges as big as a shanty, came booming down and

started in to clean the place out. But—the vessels didn't do a cussed thing and quit.

The last chapter of the phenomenon is the fact that nobody has any luck before three o'clock in the afternoon and the best fishing is done at night. Providence again, for all hands know well that we have days on end here when it blows the hair right off the weather side of a dog as long as it is daylight, but flattens to a slick calm at sunset. Trips made by two-men boats netting a hundred berries for a day's fishing, and even more than that, are common enough to excite no comment. Perhaps it isn't anything to get excited about in the light of what has been done at times during the past, but at any rate it's a heluva lot better than wearing out fenders alongside the dock and it puts coal in the bin.



The "Libra", a motor sailer, 48 ft. long, designed by William H. Hand, Jr., for Graham Thompson of Greenwich, Conn., and built by Wheeler Shipyard, Inc., of Brooklyn, N. Y. She is powered with a 125 H.P. Buda Diesel with reduction gear, and her cruising radius is 900 miles at 10 knots.

## Digby Adds to Scallop Fleet

By J. F. Hillman

SINCE the opening of the scallop season, a few more boats have been added to the fleet, among them, the *M. W. Colp*, Captain M. W. Colp, of Lunenburg, and the *Violetta G.*, Capt. Almon Parks, of East LaHave.

Berthing space is now at a premium, nearly every possible foot being occupied by the ever-growing number of boats.

### Season's Biggest Shipment

The largest shipment of the season so far, 131 barrels of scallops, valued at \$3500, went to American markets on November 16, and fishermen of the Digby scallop fleet netted \$2 a gallon for their products. Now a movement is on to limit daily shipments to 30 gallons to prevent market glutting and resultant lower prices.

### Shore Fishermen Have Fine Season

Shore fishermen from Victoria Beach in Annapolis County to Westport in Digby County have had a run of good luck that bids fair to exceed in volume the catch of 1933. The boats have had the advantage of fine weather and fair prices.

### Lobster Season Opens

Thousands of fishermen from Burn's Point in Digby County to a point on the Halifax County coast, started lobster fishing on December 1, the opening day of the 1934 season. Exceptionally mild weather had favored the fishermen, and they had been able to earn good money for several weeks shore fishing, which enabled them to purchase new lobster gear.

## Lunenburg Firm Building New Schooners

By H. R. Arenburg

The keel for a new schooner for Capt. Napean Crouse has been laid in the shipyard of Smith & Rhuland, Lunenburg, N. S., who are now at work building two fishing vessels. The craft for Capt. Walter Crouse has the frame up and the decks on.

The schooner *J. H. McKay*, formerly sailed by Capt. Ornan Mossman, is getting ready for Winter fishing and will be in command of Capt. Moyle Crouse. She will fish out of Liverpool.

### New Fairbanks-Morse Installed

Capt. Willett Spindler's vessel, the *Isabel Spindler*, is having a 210 horse-power Fairbanks-Morse engine installed. When completed the vessel will fish out of Lockport for the Lockport Cold Storage Company.

### New Craft on Maiden Voyage

The new Lunenburg schooner *E. F. Zwicker*, Capt. William Deal, sailed from Halifax on November 21 on her maiden voyage to the fishing grounds. The largest schooner built in Lunenburg exclusively for fishing, the *E. F. Zwicker* is 141 feet long, 27 feet beam and has a hold depth of 11 feet 3 inches. She has a carrying capacity of 2500 quintals.

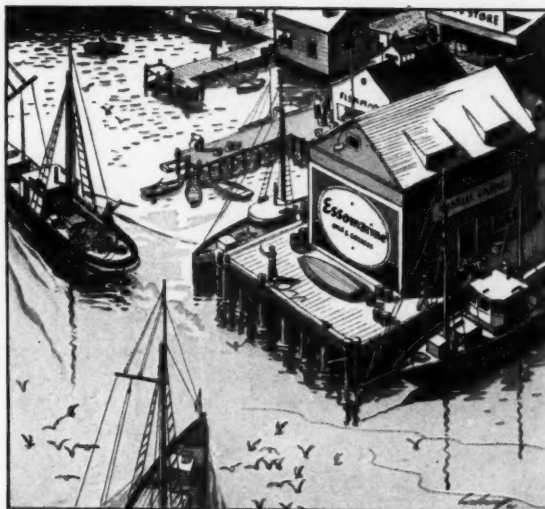
### Lunenburg Arrivals

The late arrivals of the Lunenburg, N. S., fresh fishing fleet are: Schooner *Andrara*, Capt. Roland Knickle, 85,000 pounds fresh fish; *Marshall Frank*, Capt. Frank Risser, 75,000 pounds; *Jean and Shirley*, Capt. Wharton, 40,000 pounds; *Mahaska*, Capt. Orlando Lace, 60,000 pounds.

### Cod Caught Again After Nine Years Off Halifax

Cod never travel very far from their native haunts and in this trait they differ a great deal from haddock, mackerel, pollock, herring, salmon and other fish which seem to have a more or less regular schedule of wanderings.

The latest case in point is of a cod caught near Halifax this month after nine years in the very place where it had been taken before. The cod was caught in shoal water off Sambro August 1st, 1925, where it was tagged and released.



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## N. B. Weir Fishermen Break All Records for Steady Fishing

By C. A. Dixon

DEER Island weir fishermen are still getting the breaks regarding sardine herring catches. All records for steady fishing the entire season through have been broken this year. Fish struck quite early in the year, and many thousands of hogsheds have been sold to both Canadian and Maine packers at average prices considerably higher than any prevailing heretofore throughout the season from April 15 to November 30. Prices lately have been ranging around \$10 a hoghead at the weirs, and recently Connors Bros., Ltd., of Black's Harbor, N. B., paid \$12.50 at Campobello.

### West Isles

The weirs in West Isles continue to get good hauls of fish although some of them were considerably damaged by a heavy Easterly gale which swept the coast in November, destroying marline netting on the tops of the structures. Dealers in marline netting, seines, and other twine equipment will undoubtedly receive increased orders for next year's weir fishing operations. A great deal of repair work will have to be done, and fishermen are contemplating building new structures as the sardine business shows signs of permanent improvement.

### Record Packs Being Turned Out

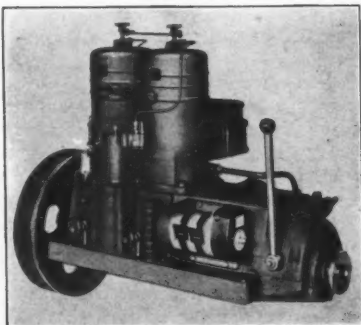
Connors Bros., Ltd., have packed well over 300,000 cases of fish this year, and it is expected that the total pack of 1934 will exceed the firm's banner year of 330,000 cases packed a few years ago. The factory of F. W. Farris & Sons, of Fairhaven, has turned out a record pack this year, and the plant is still in operation, as are the other Canadian plants. The fish this year have been of excellent size and quality.

### Grand Manan Herring

There were no herring of any kind being taken at Grand Manan in November, and this season has been a most peculiar one insofar as herring schools are concerned. The herring of stringing size did not strike until late in the year and then the catches were not general. The smoked herring pack, while not up to normal, is much better than was at first anticipated, and it seems that prices should make up for the shortage in the total quantity of fish smoked. A very excellent grade of boneless, bloaters, and medium herring has been put up at the various fish stands at Grand Manan this year. Weirmen have not done as well as in other years, and some have experienced a "dry" season. Stringing herring are being caught in small quantities in the Quoddy River region.

### Freighting Herring

Among the boatmen engaged in freighting herring to the Lubec, Me., smoked fish plants is Capt. Arthur Barbeau of Leonardville, in his fine craft *Arthur Laurie*. Capt. Barbeau freights fish for Cad Kelley of Lubec, and also freights lobsters, scallops, and other kinds of fish for other concerns.



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## Prince Edward Island Fishermen Form New Organization

By M. Ryan

**D**ISCONTENT evidenced in certain sections of Prince Edward Island with the policies of the United Maritime Fishermen had their denouement on October 31 when a large body of fishermen from various sections formed a Provincial Fishermen's Union at a gathering in the Board Room of the Charlottetown City Hall. Many of those present recently withdrew from the Maritime body convinced that the new organization would better serve the interests of the Island fishermen.

Officers of the new organization are: President, John MacDonald, West Point; Vice-President, Edwin Murphy, Sea View; Secretary, Chester McCarthy, Tignish.

## N. B. and P. E. I. Oyster Fishery

By M. E. McNulty

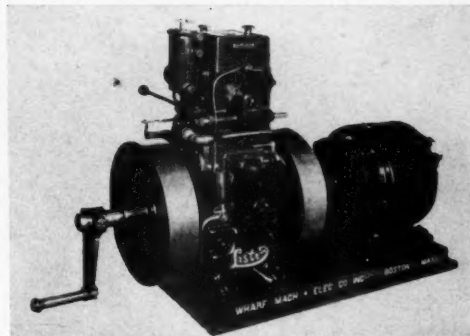
**C**ONDITIONS in the oyster fishery for 1934 were not as good as had been anticipated this time last year. The extraordinary amount of ice and frost created damage to the beds in all the oyster locations last Winter and early Spring. The growing number of starfish also helped in the decrease in the volume of oysters available this year, the starfish devouring the young oysters in large quantities. Hundreds of oyster fishermen on public and private beds have brought up starfish with the oysters from the beds.

The demand for the oysters has been excellent, and thrice the yield could have been disposed of at from \$3 to \$6.50 per barrel. The prices over \$4.50 were for the hand picked oysters, only. The Montreal market has been represented more than for some years, so eager have the buyers been to purchase the bivalves direct at the wharves.

At Cocagne, about 150 men have been raking oysters. So small has been the catch there that the oysters have been bought by the bushel at from \$2 to \$2.50 by the Montreal buyers. The latter had the bushels placed in barrels at Cocagne and Buctouche, nearby, for rail shipment to Montreal. In the past, practically all the oyster buying has been by the barrel.

The oysters have been scarcer on the mainland shores of New Brunswick and Nova Scotia than on the Prince Edward Island shores. The oysters that are available have been running to smaller size than since the start in revival of the oyster fishery several years ago. Had last Winter been a normal cold weather period, there is little doubt that even with the damage created by the starfish, the oyster yield of 1934 would have been about treble what was actually produced for the year.

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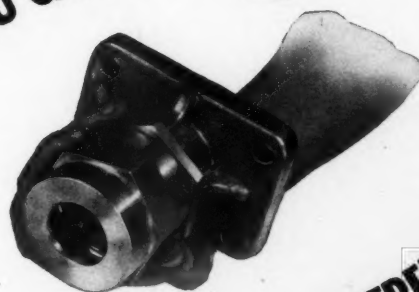
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The man with the gaff.

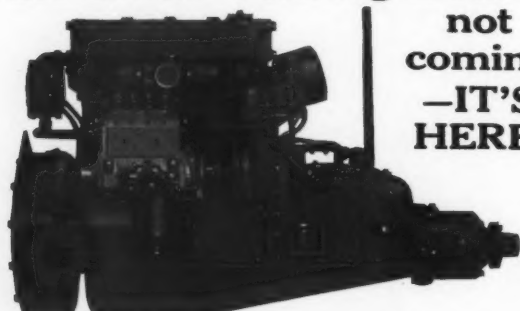
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## How to Avoid Decay

### A Discussion of Construction Detail and Decay aboard Fishing Vessels

By Capt. E. B. Thomas

**I**T seems to me that little or no attention is paid to constructing fishing boats and vessels in such manner that decay, due to the wood sweating in confined places, is prevented. Lack of ventilation seems to be one of the chief faults in fishing boat construction.

Especially in regard to ventilating in back of the ceiling, do a great many builders "slip up". Many boats that I have inspected were ceiled tight from just above the keelson to the deck. What the reason is I do not know, but I do know that with no fresh air circulating behind the ceiling the wood sweats and in a short time rot sets in.

#### Methods of Ventilation

Several methods of ventilating behind the ceiling are used, one being the leaving of a space between the sheer stringer and the deck. Another is to leave the above mentioned space and a similar one at the top of the bilge stringer. I think the best system of all is the one used on my party boat *Reveille*. *Reveille* was built by Casey at Fairhaven several years ago for a man who with his wife intended to cruise South in the Winter and North in the Summer. Therefore he wished to have the boat ventilated as well as possible. His method for ventilating behind the ceiling was very original and I have never seen it used elsewhere. He ceiled her with stock 2 inches wide and left about  $\frac{1}{4}$  inch space between each plank of ceiling all the way up so that there is no possible sweating behind ceiling.

Some will ask if bilge water does not slop up in back of the ceiling and run out through air vents into lockers and out on the floor. Well, of course that might possibly happen in some boats, but the bilge of *Reveille* is very deep for a 32-footer of her type (over a foot), and she seldom has much bilge water in her, but I have seen her in a bad beam sea when she had not been pumped out for four or five weeks and there was considerable bilge water in her and she didn't slop it into lockers and out on the floor. I would recommend that not only small boats but large vessels as well be ceiled as is *Reveille*. If there is any doubt in the mind of the builder as to bilge water slopping through the ceiling I would suggest that the ceiling be tight a foot or so above the floor and then ventilation between each plank above that.

Most doors below decks aboard fishing vessels are built of tongue groove stock with no ventilation at all to lockers, toilet rooms, staterooms, etc., through the doors. This system not only encourages decay of the vessel but causes any material inside lockers and bunks in staterooms to remain damp and sour. The cure for this ill is to have some sort of holes in your doors. There are all sorts of trick devices used in yacht doors and on board the *Reveille* the locker doors are frames with vertical slats with about  $\frac{1}{4}$  inch space between. Aboard a fishing boat I think the simplest way to overcome this difficulty is to bore holes in the doors or even copy "The Specialist" and cut new moons or stars or something in your locker and other doors.

#### Damage Done by Ice-Water

Few fishermen seem to realize that the ice water that runs into their bilges does any harm to the vessel. However such water in the bilge is very harmful and is another friend of rot and decay. I know of but one way to prevent this trouble in fishing boats with their large ice boxes, and that is to install a pan on the floor of your ice hold with sides two or three inches high and have the drain run into one or more tanks in the bilge. Then have a small pump connected with these tanks so that they may be pumped out every day or so. In that way too the ice water could be saved and used for va-



rious purposes and the water from the fresh water tanks could be used more economically.

I do not approve of the ceiling in a great many boats running right to the stem. It should be cut back far enough to give the stem a little ventilation.

There seems to be a difference of opinion with a great many boat builders and owners as to whether cement in the bilges when properly installed is harmful or not. I believe that it is seldom properly installed and never should be put in any boat that has been in the water. It may not harm a brand new boat when the cement is poured on to new dry clean wood, but as soon as you pour cement into some greasy, wet, dirty, bilge you are giving the wood a chance to sweat under the cement.

#### Care of Masts

I heartily disapprove of the way many skippers leave their masts wedged into the partners from one year's end to another without driving out the wedges now and then, letting both partners and mast dry out and then soaking some paint to the wedged parts (and to the wedges if they are good after driving out). Generally they let the mast stand until it rots at the deck and she goes by the board or until they discover their partners full of rot.

It is bad business to leave a mast in its step for too long a time. Both step and heel of mast will rot unless the mast is unstepped, and step and heel allowed to dry out and receive an occasional coat of red lead or paint.

If you discover a trifling deck leak over a deck beam, partner, or some such thing, caulk the leak quickly or you will be buying some new oak in short order.

I find that a great many vessels with fantail or schooner types of sterns are apt to go bad first in the stern. That, I believe, is because the room under the after deck is so filled up with timber that nobody ever opens any hatch that will admit fresh dry air to the lazarette because there is no reason to go in there. Few builders ever build hatches in after decks of the above mentioned types of sterns. I strongly favor an after hatch to the lazarette and also recommend leaving it open at all possible times. New sterns are expensive things.

While speaking of hatches I wonder why so few American fishing vessels and yachts use hatch gratings. They seem to have gone out of style with deadeyes and lanyards, but I believe the liberal use of hatch gratings would prolong the life of our vessels, and the expense would be so moderate. A great many people leave hatches closed because they are afraid somebody might fall through, while if they had gratings available there would be no danger of anybody falling through and the hold would be well ventilated.

#### Bilge Stringers

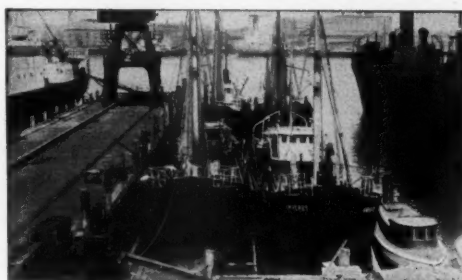
Bilge stringers deserve a few words. I am strongly in favor of several small stringers laid alongside of each other rather than one large one. With the smaller stringers you have smaller fastenings instead of large fastenings weakening the frames at their weakest spot—at the turn of the bilge.

I might suggest that it is well to plane the top of butt blocks in such manner that the outer edges of the top of the block are lower than the edge next to the plank. The reason for doing this is to shape the top of the block so that water will not stand on the block, as this will cause the block to rot in due time.

There is no question but that it is highly advisable to fit a one to two inch shoe to the bottom of the keel either in a new vessel or old one. It is also well to place a layer of felt between shoe and keel, because after friend Teredo has bored his way up through the shoe and fetched up in the felt (or you can use tarred paper, so they tell me) he gives up and leaves the keel alone. Teredo worms will not bore through a foreign substance.

I have never heard of any method for preventing the rotting of top timbers of bulwarks where they pass through the covering board, and would be glad to receive suggestions from readers for this.

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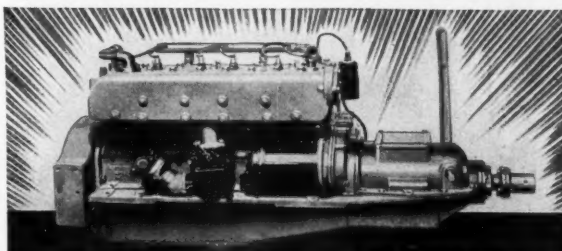
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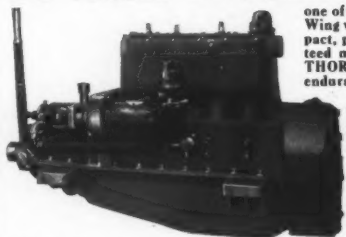


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TIDE TABLES; FIGURES FOR EVERY HARBOR

**Massachusetts Lobster Fishermen  
Elect Officers**

**A**T the annual meeting and dinner of the Lobster Fishermen's Association of Massachusetts, held in Boston on November 14, 158 members were present and the following officers were elected: President, George Dwyer, Scituate; Vice-President, Fred Schaper, Beverly; Secretary, Kenneth Boylston, Scituate, and Treasurer, Russell E. Harlow, Plymouth.

The executive secretary will be elected by the Board of Directors, who in turn are elected by the local Association in their respective districts.

There was a general discussion of the Association's activities in submitting a lobster producers' code which is now in the hands of the Code Authorities in Washington, and consideration was given to enacted and proposed acts of the Legislature which affect the industry.

**Attachment for Life Preservers**

**M**AURICE R. Phinney of Hyannis, Mass., has invented and had patented a new attachment for life preservers.

Imbedded in the center front cork is a battery strong enough to light the bull's eye bulb that is in the center of the battery. This light will last about 2 1/2 hours on ship and about 1 1/2 hours if in water.

The battery is set in hard rubber and is water-tight. It can be changed without disturbing the original set-up.

The belt that goes around the waist carries a small B.X. sealed wire and when the ends of the belt are brought together with a snap catch, a contact is made, producing the light. When the life preserver is used in the daylight and no light is required, the belt is snapped on a second snap, which makes no electrical connection.

**New England Distributors for Lister**

**T**HE Wharf Machine & Electric Co., Inc., 263 Northern Ave., Boston, have been made New England Distributors for Lister-Ruston Diesel oil engines. They will handle a complete line of both marine and stationary type from 3 to 600 H.P. The Company will be glad to correspond with anyone interested in establishing an agency for these engines.

**New York Distributors for Delco  
Lighting Plants**

**B**OWLER, Holmes & Hecker Co., Inc., 259 Greenwich St., New York City, have been made marine distributors of Delco lighting plants in the New York district by the United Motors Service, Inc.

Bowler, Holmes & Hecker are distributors also for Gray engines, Buda gasoline and Diesel engines, and Federal-Mogul Tru-Pitch propellers.

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**WATERFLEX  
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### National Motor Boat Show Space Demands Exceed 1934

**S**PACE demands for the 30th annual National Motor Boat Show, to be held in New York, January 18 to 26, exceed the total amount of floor space used at the 1934 exposition, according to Ira Hand, secretary of the National Association of Engine and Boat Manufacturers. Applications already have been received from 92 exhibitors. Requests for increased space from old exhibitors, together with new exhibitors, will push the floor footage for the coming show far in excess of this year's total. The show committee is headed by Charles A. Criqui, of Buffalo.

### Texaco Reserves Space at Motor Boat Show

**A**NNOUNCEMENT is made by J. G. Van Santvoord, Manager of The Texas Company's Marine Sales Division, that the Company has reserved Sections 77, 78 and 79 at the Thirtieth Annual National Motor Boat Show which opens at Grand Central Palace, New York City, on January 18, 1935. This is the same prominent position on the third floor of the building which was occupied by Texaco last year, and another striking mechanical exhibit will be on display.

### Exide Mipor Separators to be Displayed at Show

**T**HE new Exide Mipor Separators now used in Exide Ironclad batteries will be displayed at the New York Motor Boat Show by The Electric Storage Battery Co. in spaces No. 126 and No. 127A.

The exhibit will consist of an actual installation of the Exide Marine Floating Battery System which will be demonstrated. There will be shown also a complete line of Exide and Exide Ironclad marine batteries for every type and size of boat.

W. D. Jones, Manager, Marine Battery Sales, Philadelphia, and E. G. Beutter of the New York branch will be in charge of the exhibit.

### Essomarine Line Will be Exhibited at Show

**T**HE Essomarine line of marine lubricants will be exhibited at the New York Motor Boat Show next month, Penola, Inc., announced last week. The exhibit will be sponsored by this company and its marketing units, the Standard Oil Companies of New Jersey, Louisiana, Kentucky, Ohio and Pennsylvania, the Colonial Beacon Oil Company, Humble Oil and Refining Co., and Imperial Oil Ltd. of Toronto, Canada.

Essomarine officials will be in attendance at the exhibit throughout the motor boat show.

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*The Ritchie Fisherman Compass*

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Gray makes special  
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Write for free cata-  
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### SHERMAN B. RUTH

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Complete Line of Fishermen's Supplies Including  
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Complete stock carried on hand at all times  
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### Hathaway Machinery Co.

Original  
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**STERN BEARINGS**

**New Bedford, Mass.**





Use this page to buy or sell any kind of Fishing Equipment. Rates: \$4.00 minimum; \$1.00 per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

### USED BOATS COST LESS IN MAINE

We have them in all sizes and types. Here are a few offerings: Friendship sloops, 27 ft. to 42 ft., \$300 and up. Cabin fish boat, Morse built 1923, 35 ft. x 9 ft. x 5 ft., Kermath powered, try \$650. Cabin fish boat, 30 ft. x 7 ft. 6 in. x 3 ft. 6 in., Kermath powered, all new 1927, \$575, and many others. Reconditioned marine engines, also reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

### FOR SALE

125 H.P. 5 cylinder Diesel Marine Engine. Can be seen in operation in Dragger *Ivanhoe* when in port at New York market or Nantucket. Putting in more power in January. Price, \$2500.00. Hathaway Machinery Company, New Bedford, Mass.

### FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

### WANTED

A flounder dragger or fishing boat 40 to 50 ft. State full particulars and lowest price for cash. John Boyle, 5701 N. 21st Street, Philadelphia, Pa.



## The 'Little Red'

In this one-room cottage at Saranac Lake, N. Y., called "Little Red," the modern treatment of tuberculosis began in 1885 because Dr. E. L. Trudeau discovered the value of rest in curing tuberculosis » » Progress has been made in the fight against tuberculosis, but it still kills more persons between 15 and 45 than any other disease » » Help conquer it by using Christmas Seals on your holiday letters and packages.



The National, State and Local Tuberculosis Associations of the United States

**BUY CHRISTMAS SEALS**

## F-M Engines for Submarines

**A**NNOUNCEMENT has been made in Washington that the U. S. Navy has just placed orders for 30 large Diesel engines to be installed in five new submarines.

Twenty of these engines are large units for propulsion service, and ten smaller units are for auxiliary service, generating electricity for operating all equipment aboard the vessels.

Eight of the large engines and four auxiliary units are Opposed-Piston Diesel engines, and are being furnished by Fairbanks, Morse & Co.

This type of engine has two pistons, an upper and lower in each cylinder, each connected to its own crank-shaft, one above and one below. Advantages claimed for this type of engine are improved combustion efficiency and extreme compactness and light-weight for the power developed.

## Universal Line Folder

**T**HE new Line Folder issued by the Universal Motor Co. of Oshkosh, Wisconsin, gives complete information on the entire line of Universal marine motors in a minimum amount of space. It shows pictures of the various models, together with their major specifications.

The Universal Motor Company announces a new low priced 4-cylinder, 100% marine motor known as the Universal Economy Four. It develops better than 20 H.P. at 2,000 R.P.M., and sells for \$189 at Oshkosh.

The new Utility Four models will drive commercial fishing boats up to 28 ft., and will turn three blade propellers up to 14 in. x 9 in. with direct drive, and up to 18 in. x 15 in. with reduction drive.

Both the Economy Four and the Utility Four are described in the Line Folder.

## Goin' Fishin'

**G**oin' Fishin' has been written by Wesley George Pierce, a Southport, Maine, man who has spent his life on fishing schooners and trawlers. When only fifteen he went to the Western Bank hand-line fishing for cod, and in later years he fished out of Gloucester, Portland, and Boston. Thoroughly familiar with the industry, its lore and its adventures, his book records in infinite detail the cod, mackerel, halibut, swordfish and haddock fisheries. Interwoven is a store of adventurous narrative and glowing descriptions of international and local fishermen's races. The volume is profusely illustrated with line drawings by the author. A list of nautical terms used on fishing vessels fills 16 pages, and an appendix contains fishermen's lore and superstitions. Henry Hall's "Report on New England Fishing Vessels" has been reprinted from the U. S. Census of 1880, with illustrations drawn by Charles G. Davis. This much sought-for Report has long been out of print. There are also numerous half-tone plates of typical fishing vessels both ancient and modern. This very interesting narrative is also an important historical record.

Goin' Fishin', the story of the deep-sea fishermen of New England, is published by the Marine Research Society, 161 Essex St., Salem, Mass.

Regular Edition, Octavo (6¼ x 9½ inches) 337 pages, printed with 14 point Caslon type on Warren's Olde Style wove paper, 27 full-page plates, 45 figures, strongly bound in dark blue morocco-finished linen. Edition limited to 950 copies. Price \$5.00 postpaid.

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P. G. LAMSON, Publisher.  
Sworn and subscribed to before me, this 21st day of November, 1934.

OTIS F. SUMNER, Notary Public.

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